



Planning for the Future

REGIONAL TRANSPORTATION PLAN

One of MTC's most important functions is preparation of a Regional Transportation Plan (RTP) for the nine-county San Francisco Bay Area. The RTP is a road map to guide the region's transportation development for a 25-year period. Updated every four years to reflect changing conditions and new planning priorities, it is based on projections of growth in population, employment and travel demand coupled with financial assumptions. The RTP process includes extensive public consultation and outreach to various agencies and Bay Area residents.

No transportation project in the region can qualify for state or federal money unless it is found to be consistent with regional goals, and thus included in the RTP. Also, directives contained in federal transportation and clean air legislation require that the RTP include only those projects that the region can afford, and that, taken as a whole, the projects included in the plan must help improve air quality.

Transportation 2030: Mobility for the Next Generation is the RTP currently in effect. It was adopted by the Commission in 2005. Work has already begun on an update to that plan, scheduled for adoption in 2009.

REGIONAL TRANSIT EXPANSION PROGRAM (RESOLUTION 3434)

One of the cornerstones of the *Transportation 2030 Plan* is the Bay Area's Regional Transit Expansion Program, which calls for a \$13.5 billion investment in new rail and bus projects that will improve mobility and enhance connectivity for residents throughout the region. These include:

- a BART extension from Fremont to San Jose and Santa Clara
- a "Central Subway" that would extend San Francisco Muni's "T-Third" light-rail line to Chinatown
- a BART connector to the Oakland International Airport
- electrification of the Caltrain line and extension of the service to a rebuilt Transbay Terminal in downtown San Francisco
- a significant down payment on rail extensions or other transit improvements to Livermore and Antioch
- the addition of several new regional express bus routes, including an AC Transit Rapid Bus route running from International Boulevard in Oakland to Telegraph Avenue in Berkeley
- new ferry routes to serve San Francisco, the East Bay, the North Bay and the Peninsula

Artist's rendering (above) is of the under-construction self-anchored suspension portion of the new East Span of the San Francisco-Oakland Bay Bridge. The design for the bridge was selected by a special MTC task force.



The Regional Transit Expansion Program, which MTC adopted in December 2001 as Resolution 3434, is the successor to MTC's earlier Regional Rail Agreement, which was adopted in 1988 and delivered such critical projects as BART extensions to Pittsburg/Bay Point and Dublin/Pleasanton, the Tasman light-rail extension in Silicon Valley, and the BART extension to San Francisco International Airport. Like its predecessor, Resolution 3434 represents a regional consensus on how to invest limited transit expansion funds. Such a consensus is needed to garner federal and state funding to match locally raised revenues.

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Encouraging Transit-Friendly Development

In July of 2005, MTC acted to maximize the smart-growth potential of the Resolution 3434 transit investments by adopting a new policy to guide future development near the new transit stations. The first of its kind in the country, MTC's Transit-Oriented Development Policy sets a minimum number of housing units that must be planned for in conjunction with Resolution 3434 transit extensions, with more capital-intensive investments (i.e., new rail lines) requiring a higher number of housing units. At the same time, MTC initiated a new Station Area Planning Grant Program to help local governments map out plans for housing, shops and offices – vibrant, mixed-use transit villages – in the vicinity of future transit hubs. ■





Bridge crews repaint and perform other maintenance tasks on an otherwise-deserted San Francisco-Oakland Bay Bridge in September 2007, when the entire span was closed for seismic upgrade work over the Labor Day weekend. MTC's Bay Area Toll Authority funds day-to-day operations and maintenance on the region's state-owned toll bridges.



FAST FACTS

	2006	2030	% Change
Bay Area Demographics Forecasts			
Employment	3,580,900	5,120,600	+ 43
Population	7,157,300	8,747,100	+ 22
Bay Area Travel Activity Forecasts			
Total Daily Person Trips	21,516,700	28,161,300	+ 31
Auto (including carpool)	17,945,700	23,480,700	+ 31
Transit	1,113,100	1,634,100	+ 47
Bicycle/Walk	2,457,900	3,046,500	+ 24
Average Daily Vehicle Miles Traveled			
Regional	148,165,200	191,176,500	+ 29
Average Travel Time to Work			
Time (minutes)	28.4	31.2	+ 10
Distance (miles)	11.7	11.5	- 1.5

Sources: Association of Bay Area Governments, MTC travel forecasts